

THE TRANSFORMER



CONGRATULATIONS TO TRANSPORTATION'S NEWEST CHIEFS

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TRAFFIC MANAGEMENT

Personal Property Reengineering

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The Personal Property moving process has been under the microscope since 1994, and it is time to get on with fixing it. Congress mandated that the services reengineer the household goods moving experience so DoD personnel receive the same level of service as that provided to commercial customers. We can argue these points for days, but what we all agree on is this--we need to improve the process and allow industry to do what they advertise: provide a quality move for a fair price.

DoD/Air Force has been the leader in molding, monitoring and requiring industry to constantly improve their service. Quite frankly, we have been managing their business at the local Transportation Management Office level far too long. Industry no longer wants that, and we cannot afford to do it. We do need to provide superior entitlement counseling to minimize hardships, certify the billing and follow-up through an aggressive quality control program. The shipment-award process must be heavily weighted to reward those carriers that consistently provide a high-quality product.

The PPSO/JPPSO regionalization initiative is the result of a tough question asked by the Air Force Chief of Staff, "If we terminate FSMP due to high cost and lower-than-expected quality, how will we improve the quality of the HHG move process, because we agree that HHG moves must improve and industry says they can do it better?" We accepted that challenge because we know our Air Force military and civilian personal property employees provide exceptional customer service; you are just spread too thin chasing paperwork. Our initial goal with regionalization is very simple: eliminate and consolidate redundant "back office" tasks so you can concentrate on providing quality "face to the customer" service. There will be workload shifts and new requirements but I encourage each of you to keep in mind the ultimate goal: improvement in the overall quality of the personal property move for our members and their families.

While we are going to focus our attention on the customer, where it belongs, we are also going to hold the carriers accountable. Currently, we issue the GBL and forget about how much the bill is and when the bill is paid. The GBL is going away in the future, and we'll be using commercial paper and processes to pay the bill, so we also need to be accountable for certifying the charges. Industry has been billing DFAS via EDI for several years knowing that audit capabilities are minimal; we must get the pre-audit process in place. A new automation system with a centralized database to replace TOPS is required. Additionally, shipment visibility and the capability to provide "24/7" customer service support is a high priority to become a reality.

Finally, USTRANSCOM, with service participation, is in the process of evaluating all tests (PTOPS, FSMP, SAM) and scheduled to submit the report to OSD NLT Feb/Mar 02. The test programs revealed many things (good and bad) and the future personal property program will be better for it. We know that to get the improvements, the cost of moving HHG will go up. However, we must ensure we prioritize wisely so we get the most for our money.

UPDATE TO THE TRANSPORTATION FACILITIES GUIDE (TFG)

By Ms. Maggie Proctor

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In September 01, AFMC LSO/LOT sent a message as a reminder to all Air Force shippers to check and update their address information in the TFG (AFMC LSO/LOT message DTG 171713Z SEP 01). At that time, there were 150 AF DODAACs which had not been updated in over 120 days.

We executed another report on 6 December 01 which revealed the number of AF DODAACs requiring update has dropped to 100. That is an improvement, but still indicates we have shippers out there with outdated information in the TFG. The TFG is the main source of address and delivery information for receiving activities throughout the DoD. This guide needs to be current.

Each TMO should have at least one person with user ID and password privileges in the TFG for the purpose of checking and updating their base address information at least every 120 days. If no changes are required, simply click "UPDATE" from the TFG menu. This will change the date shown in the "LAST UPDATE DATE" field.

To gain access to the TFG, go to the Electronic Transportation Acquisition (ETA) web site at: <https://eta.mtmc.army.mil/>. From the menu bar at the top of the screen, select "REGISTER." When prompted to select the system to register for, click on the "GFM" button, then move the cursor to the drop down box to the right and select "TFG/TDR UPDATES ONLY." After making these selections, scroll down to the bottom of the screen and click on "GENERATE REQUEST FORM." Complete all the required information and submit the form. The ETA web site will generate a user ID for the requester and an e-mail will be sent within a few days with the requester's password to the TFG.

Once the user ID and password are received, the user can access the TFG from the above ETA web site by clicking on "GENERAL" from the menu on the left. The "General Links" menu will appear on the right and the user should then select "Transportation Facility Guide Update." Users will then be prompted to enter their user ID and password to access the TFG for updating purposes. If problems are encountered in using the TFG, contact the help desk at 1-800-336-4906 or e-mail: cfm@eta.mtmc.army.mil.

When updating the TFG for your base, be sure to check and update the Safe Haven information, as well as your receiving/delivery points. Bottom line: the TFG is only as good as WE keep it current.

Request all Air Force TMOs review their internal procedures to ensure they include the requirement to check their installation's address and delivery information in the TFG at least quarterly. Recommend at least one individual be assigned to perform this task. Air Staff is working to have the update requirement extended to just once or twice per year, but until that is accomplished, updates to the TFG are required every 120 days. Questions regarding this matter may be directed to Maggie Proctor, AFMC LSO/LOT, DSN 787-4814/cml 937-257-4814, e-mail: margaret.proctor@wpafb.af.mil.

Freight-rate and T-WRAPS calculators

By TSgt Stephen Midkiff

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In January 2001, the Cargo Movements Element, 366th Transportation Squadron, Mountain Home AFB, Idaho, developed an Excel spreadsheet that quickly and accurately displays routine and expedited freight charges for less-than-truckload shipments. The previous process for routine shipments was the use of an antiquated Z100 computer. For expedited shipments, office personnel would call freight companies with shipment information and wait for the return calls. Now the shipment planners simply enter the shipment weight and MTMC class 100 rates and the spreadsheet calculates and displays the cost comparison between minimum charge, routine, and specific rates. Expedited freight rates are calculated on a separate sheet within the same program. Incorporated into the program is a hyper-link to the DoD mileage calculator, further enhancing accuracy; a mileage list of commonly used destinations is provided. What once took 15 minutes to do manually is now accomplished accurately in as little as 2 minutes.

Another Excel program created by our Cargo folks is a "T-WRAPS Calculator." Although T-WRAPS reports are no longer required, the information provided is an invaluable management tool. This program tracks shipment information such as number of priority shipments (MICAP, Two-Level Maintenance/Agile Logistics), engines, munitions, routine cargo, total weight and item dollar value. The spreadsheet is updated daily and automatically rolls into weekly, monthly and year-to-date totals. All totals are displayed on one, easy to read, screen. Any information on previous, current, or anticipated workload can be obtained from this program. This program is a great tool for gathering accurate information when writing ERPs, decorations, or award packages. It is also useful when collecting data for determining workload trends and analysis. This program can easily be converted for use at any location. Anyone interested in obtaining more information about either of these programs should contact TSgt Stephen Midkiff at DSN 728-1534 or e-mail Stephen.Midkiff@mountainhome.af.mil.

VEHICLE MAINTENANCE

FY 2001 Alternative Fuel Vehicle (AFV) Report

By Lt Col Fisher

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AF Pentagon, VA

The Air Force successfully doubled the percentage of AFVs acquired in FY 01. Out of the 1,311 light-duty vehicles subject to the Energy Policy Act of 1992...EPAct...567 were acquired as AFVs. An additional 34 AFV credits were earned for dedicated light, medium, and heavy-duty AFV acquisitions and biodiesel use, putting us at our highest total in three years...46%- still short of our 75% requirement.

Progress toward the petroleum consumption reduction goal of Executive Order 13149 was less promising. This Executive Order calls for a 20% decrease in petroleum consumption by 2005- the Air Force showed a 7% increase from the established 1999 baseline.

A major change that allowed the increased number of AFV acquisitions toward our EPAct goal is the emergence of E-85 vehicles in the marketplace. These flexible fueled vehicles, which can be operated on traditional gasoline or a mixture of 85% ethanol and 15%

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gasoline, are being produced in the types and quantities required at extremely low incremental costs. Use of ethanol fuel will also displace the amount of petroleum consumed in these assets. We leased a large number of E-85 vehicles from GSA in 2001 and have requested that they provide us with E-85 vehicles for any light duty vehicle we request.

Another important development in alternative fuel vehicles is the promising use of biodiesel. Biodiesel use requires zero modification to current diesel powered vehicles. For every 2,250 gallons of B-20 fuel (a 20% pure biodiesel and 80% traditional diesel mixture) consumed, one EPA AFV credit is earned. Additionally, 20% of petroleum based diesel fuel is displaced in the vehicles that burn it. We are currently testing biodiesel use at Scott Air Force Base, with extremely favorable results- the test ends in April 2002.

While these new developments (an available alternative fuel vehicle in the market place at a reasonable price and the promising use of biodiesel) have offered tremendous opportunity within the alternative fuel vehicle arena, we must ensure we capitalize upon them. Fleet managers must ensure that they lease E-85 vehicles and that GSA provides them. Whenever possible, fleet managers must downsize the vehicle engine and/or type so as to burn less fuel. While there is no specific funding allocated to build new infrastructure, squadrons must partner with fuels, civil engineers, and local fuel providers to develop a source for the E-85 and biodiesel needed. Additionally, squadrons must explore the possibilities of converting existing on-base tanks and pumps (we've already identified a number of underutilized fuel tanks at a number of bases for low cost conversion) or building new tanks and pumps for E-85 or biodiesel use.

New Air Force License Plates!

By SMSgt Rex Curry

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Directorate of Transportation

AF Pentagon, VA

Our single source for license plates, the District of Columbia's Department of Corrections, Lorton Prison, shut down and ceased production of government vehicle license plates on 1 Aug 2001. Upon their closure, all responsibilities for the plate manufacturing business were transferred to the Department of Justice's UNICOR Prison Industries. As with many products, Federal agencies are required to purchase vehicle plates from UNICOR. To simplify the purchase of license plates for Federal agencies, GSA's Office of Government-Wide Policy and the Federal Fleet (FEDFLEET) Council, of which the Air Force is a member, negotiated and signed a Memorandum of Understanding (MOU) on behalf of all Federal agencies with UNICOR. Due to the diversity in missions, each Federal agency negotiated and developed an attachment to the MOU to address specific vehicle license plate needs.

Our attachment is complete and T.O. 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance*, will soon reflect the new license plate guidance. HQ AF/ILTV arranged for the purchase of vehicle license plates in three Air Force formats: white with blue lettering and numbering, green with black lettering and numbering, and sand with black lettering and numbering. Because of Status of Forces Agreement (SOFA) requirements, Allied Forces Italy (AFI-Official) license plates are not covered under this agreement, but will be accommodated by a Navy-Air Force cross-service agreement. The Department of the Navy has a separate arrangement with the Pennsylvania State Prison system to provide all AFI vehicle license plates.

The new AF plates are very distinctive with two holographic images and the American flag in the background (not available on the green or sand plates); these images are carefully crafted anti-terrorism/anti-counterfeit measures. In the wake of 11 September 2001 attacks, law enforcement agencies were concerned that terrorists may try to gain access to government installations and facilities using counterfeited or stolen vehicle license plates. While the plates will not be considered a controlled item, the FEDFLEET council decided to standardize and more tightly control the vehicle plates to assist law enforcement agencies. Air Force units will continue to order blank plates. However, the plates should be securely stored until installed, and lost or stolen plates must be reported ASAP.

Air Force units must register through the UNICOR web page www.unicor.gov ASAP to ensure access. Due to the high turnover of personnel, HQ AF/ILTV arranged for Air Force units to register using their unit designation (i.e., 36 TRANS/LGTM, Anywhere AFB, IL). UNICOR will not ship Air Force plates to a non-military address. The billing and ordering process are handled through AMERIMAC Inc., so prisoners will not have access to billing and ordering information (i.e., credit card account numbers). AMERIMAC has diligently worked through initial web page related problems and are now ready to process orders.

Deep-Stored Tunner Test a Success

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Zipper Bagged Loader



Shrink-wrapped Loader

A joint effort to test deep storage of the Tunner loader recently concluded at Osan AB, Korea with outstanding results. Personnel from the Tunner SPO, HQ PACAF, HQ AMC, 607th ASUS, and 51st Trans all worked together to test civilian technology on this critical piece of MHE.

Actually, two loaders were deep stored for one year: one loader in a shrink-wrap, vapor corrosion inhibitor (VCI) plastic, and the other in a reusable VCI-impregnated, zippered fabric bag. Both loaders were prepared for storage using VCI preservatives and coatings from the CORTEC Company. This cutting edge preservative technology allows equipment to be stored for long periods with virtually no corrosion.

The loader in the shrink-wrap was untouched for one year and the one in the zipper bag was exercised quarterly. At the end of the year, both loaders were LTI'd and thoroughly exercised. The zipper bag loader was placed back in the fleet and has maintained a 97% VIC rate ever since! The shrink-wrap loader was in such good condition it was decided to go for another year in the bag and it was re-wrapped.

Several conclusions were reached at the end of this test:

- While we anticipated mechanical problems with the loader that was not exercised (the other loader was tested quarterly), this was not the case...mechanical condition was excellent
- Corrosion was minimal to non-existent on the shrink-wrapped loader
- Corrosion was apparent on the zipper-bagged loader, however, we attribute this to errors made in our preservation process

Our confidence is high that the Tunner can be deep-stored for the long-term if necessary. More information on this test is available from HQ PACAF/LGTV's website at: <https://www.hqpacaf.af.mil/lg/lgtv/lgtv.htm>

VEHICLE OPERATIONS

Supporting the Intercontinental Ballistic Missile (ICBM) Mission -- *Transportation Style...*

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"What? You mean the Air Force still has missiles on alert? I thought we did away with them long ago." As a core transporter stationed at Malmstrom Air Force Base, Montana, you would be surprised how many times I get asked this question. "Yes," I reply, "The ICBM mission is alive and well." Like other transportation squadrons throughout the Air Force, the men and women of the 341st Transportation Squadron perform the same exact jobs and do a few things not done at other bases.

341 TRANS supports 220 missile alert and launch facility sites throughout a 23,500 square mile missile complex (*comparable in size to the state of West Virginia*). We're also responsible for supporting 24 tenant units in two states as well as one of the largest traffic management regions in the Air Force. Our vehicle fleet is made up of 794 vehicles, which were driven a combined total of over 7.5 million miles last year. To give you a better idea about some of the unique jobs 341 TRANS performs to support the ICBM mission, I'll briefly list what each flight does.

1. *Vehicle Maintenance Flight* has two mobile maintenance teams for continuous missile complex coverage. In addition to responding to calls for repairing and pulling vehicles out of tight spots, they also provide escort support whenever the missile maintenance teams are moving high priority (Category 1) missile components to/from the missile complex.
2. *Traffic Management Flight* provides surface transportation for critical ICBM components between missile maintenance technicians and the electronics lab. Last year, they shipped six Minuteman III missiles containing over 400,000 pounds of net explosive weight.
3. *Combat Readiness and Resources Flight* ensures all Keys and Codes Control Center (KCCC) cards are prepared for transporters who need to gain on-site access to the missile alert and launch facilities. They conduct air terminal operations from an airport located 13 miles away from Malmstrom AFB. In addition to bi-weekly C9 missions and other special assignment airlift missions, air terminal personnel ensure all critical strategic missile components, transported by commercial contractors, are in strict regulatory compliance.
4. *Vehicle Operations Flight* prepares and dispatches 20 missile combat crew (MCC) vehicles daily. The MCC vehicles are driven by missiliers to various locations within the complex for crew rotation and alert duty. Upon notification of any Strategic Arms Reduction Treaty (START) visits, vehicle operations ensure all vehicles designated specifically for the visit are recalled, prepared and secured.
5. *Transportation Control Center (TCC)* was reimplemented by a Twentieth Air Force safety initiative to provide in-transit visibility of all vehicles departing to/from the missile complex. TCC is responsible for tracking approximately 750 dispatches per week. We will be the first Twentieth Air Force base to receive a "real-time" global positioning system, which automatically tracks vehicle movement in the field.

There is no doubt "transporters" play an integral role within the Air Force. Even though we fulfill our mission in different commands and locations, one thing is sure..."Nobody moves without us!"

AERIAL PORT

MHE MISHAPS IMPACT MISSION EFFECTIVENESS

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What is MHE you ask? MHE is a pretty familiar acronym to many of us in the Air Force. It stands for Materials Handling Equipment. Without MHE, the countless missions flown around the globe by Air Mobility Command, delivering thousands of tons of equipment and supplies in support of contingency operations and humanitarian efforts, would not be possible. You see, MHE is

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needed to load and unload all the supplies and equipment onto, and off of the command's vast fleet of aircraft to include the C-17, C-5, and KC-10. Aircraft loading equipment such as the 25K, 4OK, and Tunner loader make it possible to upload and download cargo from an airframe as large as the C-5 Galaxy in a matter of minutes.

While MHE helps to make our jobs easier, we can also run into problems if the equipment we are operating is not handled properly. When we do not fully comply with technical data, do not use a spotter when needed, or simply fail to use our operational risk management (ORM) skills, we create the potential for a mishap. Between January and September 01, the command experienced 40 MHE mishaps, resulting in over \$72,000 in repair and parts expenditures. Fortunately, there were no fatalities or aircraft losses as a result of these avoidable mishaps. In FY01, the 375th Airlift Wing incurred \$45,212 in damages due to MHE and government vehicle accidents.

People are key to the success of every operation and ultimately the driving factor behind whether or not an operation is carried out in a safe manner. It is up to every person involved in the operation to ensure it is performed in such a way that is both safe and conducive to accomplishing the mission. This simply means identifying and reducing hazards associated in the performance of the operation. Also, emphasis on thorough training is critical to reduce the risk of an unnecessary mishap. Through direct involvement from training managers, supervisors, and commanders, mishaps can be greatly reduced, if not eradicated. As leaders, we need to teach, observe, and lead our team members to safe operational practices.

Operational risk management skills are critical to safe operations. The common denominator in all 40 mishaps were: inattention to detail, lack of discipline, failure to comply with technical data, and incomplete risk analysis. By emphasizing sound ORM practices at all levels, and reducing the amount of risk involved in all our operations, we can make great strides in reducing the amount of mishaps that occur throughout AMC. Additionally, direct involvement in unit training programs can be quite beneficial in the reduction of risk factors. Everyone must make safety his or her responsibility if we are to continue to accomplish the mission in a safe and efficient manner.

“HALVORSEN” DELIVERS AGAIN

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In November 2001, the first Next Generation Small Loader (NGSL) “Halvorsen” 25K loader rolled off the assembly line at FMC Corporation in Orlando, Florida. By mid December, FMC had delivered the first 16 loaders to the Air Force. The Halvorsen loader will be distributed throughout the Department of Defense to equip both active duty and Air Reserve Component units around the world. FMC Corporation is scheduled to delivery a total of 264 loaders by January 2005.

The Halvorsen was named after Colonel Gail S. Halvorsen. Col Halvorsen flew food and supply missions during the Berlin Blockade and became affectionately known as the “Candy Bomber.” He became one of airlift's most famous figures for his symbol of good will, dropping candy to children outside Tempelhof airdrome to those who were playing at schools, and others who were confined to hospitals. In all, over 250,000 midget parachutes with treats attached were dropped.

The Halvorsen has the highest reach of any loader in current aircraft loader inventory with a height of 225 inches. The loader sets new precedents for reduced logistical support. One person can prepare the loader for shipment in 15 minutes with no additional equipment. It can be easily loaded on C-130, C-141, C-17, and C-5 aircraft with no approach shoring requirement. The Halvorsen is the only loader with the ability to switch between the 88-inch and 108-inch pallet rail system.

The acquisition for a new loader began back in 1994. AMC was searching for a high reach loader that could replace the 1970's era Wide Body Elevator Loader and 1960's era 25K loaders. AMC was also looking for a loader to complement the 60K Tunner loader built by Systems & Electronics, Inc. Production of the Tunner began in 1997. To date, 173 of the 318 loaders purchased have been delivered to the Air Force.

Two companies who manufacture loaders competed in a 90-day Operational Assessment at Travis AFB, California in September 1999. Performance of the FMC loader was far superior to the other and a contract was awarded to them in June 2000. In May 2001 the loader underwent the Qualification Operational Test and Evaluation at Dover AFB, Delaware. Operators and maintenance

personnel worked closely with FMC engineers to improve the loader and ensure it met military standards. In July 2001, the Halvorsen underwent Reliability and Maintainability testing at Dover. This was a final test to ensure all contractual agreements were met before full rate production.

With the new technology and improvements of this loader, operators and maintenance personnel will be very pleased. For more information about the Halvorsen loader or AMC training requirements, contact MSgt Reynolds at HQ AMC/DOZE, DSN 779-4951, or visit the HQ AMC/DOZ web page at <https://amc.scott.af.mil/do/doz/index.htm>.

Identify Yourself

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Have you ever driven on the flight line and wondered what organization a particular vehicle belonged to? Were you looking for the Air Terminal Operations Center (ATOC) Duty Officer vehicle and couldn't tell which blue vehicle they were driving?

As the only officially designated "Super Port" in the world, the 436th Aerial Port Squadron at Dover AFB, DE recently sponsored an initiative to identify every general purpose vehicle that drives on the flight line. The magnetic signs are 18" x 36" and made on a white background with reflective lettering. They have the wing logo, the new AF symbol, and "Welcome to Dover" printed on them.

These magnetic signs can be easily removed during higher Force Protection Conditions or if the vehicle will be deployed. If you would like to lead from the front and be recognized, get the signs for your vehicles. Just submit an AF Form 332 through Civil Engineering. If you have any questions, please call me at DSN 445-4078 or e-mail me @ michael.egan@dover.af.mil.

COMBAT READINESS

Air Transportation AFSC 2T2X1

By CMSgt DAVID R. BOOTH

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Career Field Education and Training Plan (CFETP), AFSC 2T2X1

The newly revised CFETP dated 1 December 2001 was released by AFPC for publishing. The CFETP can be located on either of the following web sites: http://afpubs.hq.af.mil/mastercatalog/master_catalog.asp or <http://www.il.hq.af.mil/ilt/cfetp.html>

The new CFETP has two distinct changes. First, trainers and trainees should review the core tasks (identified by *) for both *5/*7 skill level upgrade. MAJCOM Functional Managers (MFMs) unanimously agreed to reduce the number of core tasks. The core task reduction will facilitate upgrade training by reducing the number of sections personnel will have to rotate through in order to get certified. This core task reduction does not affect the Air Force mandatory minimum 15-month upgrade requirement. Second, the CFETP now contains specific guidance to assist Unit Training Managers (UTMs), trainers and trainees. UTMs, trainees and supervisors should become familiar with paragraph 2.5.1, on page 19 of the CFETP. In past years, there was confusion and misunderstanding within units without a 100 % percent training capability.

Selective Reenlistment Bonus (SRB) Review, AFSC 2T2X1

The 2T2X1 career field currently has two SRBs entitlements. Zone A is between 21 months and 6 years Time-In Service (TIS) and Zone B is between 6 years and 10 years TIS. In our November 01 justification and input to AF/DP, we requested Zone A to be increased from 1.5 to 2.5 and Zone B be maintained at 0.5. The results of the SRB review will be posted in late January 02 via AF/DP message. Any increases or decreases to an SRB only apply to personnel re-enlisting after a new SRB effective date is posted. The current SRBs dated July 01 are valid until changes are posted by AF/DP.

Occupational Analysis Program (OAP), AFSC 2T2X1

The 2T2X1, Occupational Survey Report (OSR) is a product derived from the OAP, IAW AFI 36-2623. The Air Force Occupational Measurement Squadron (AFOMS), located at Randolph AFB, TX, is responsible for the OSR. Occupational surveys take 12 to 15 months to complete from start to final report release. For the current 2T2X1 OSR dated 1 January 2000, AFOMS began collecting data and sending personnel surveys in October 98. The career field is projected to undergo another occupational survey beginning as early as April 02. Many of you will receive an occupational survey and it is mandatory to complete the survey. AFOMS personnel will visit several units at both CONUS and OCONUS locations for data collection. It's important that we provide accurate data and answer surveys honestly. The data compiled from the career field surveys supports the OSR and becomes the OSR data that drives the development of the CFETP. If you have additional questions about the Air Transportation career field, please call CMSgt Booth at DSN 225-4387, or e-mail david.booth@pentagon.af.mil.

12th Transportation Warrior Day

By CMSgt Rudi Zayas

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Once every quarter, members of the 12th Transportation Squadron transform Eberle Park into a mock-battlefield. Warrior Day, is the squadron's quarterly readiness exercise in which wartime skills training becomes the order of the day. 12 TRANS conducts Warrior Day in addition to Wing-sponsored deployment exercises. Since 12 TRANS has the Wing's largest mobility commitment, it is imperative we train regularly to keep our wartime skills sharp and to ensure our constant deployment readiness. Warrior Day is our key to successful mission readiness.



Early in October, the squadron "deployed" to the Eberle Park to conduct our most recent Warrior Day. The squadrons combat readiness flight developed 3 skill areas to test squadron personnel, including UXO identification and marking, M16 dis-assembly and re-assembly, and a liter construction race to transport and simulate injured troops. The first two events test the skills of troops in each of the areas. However, this time the bar was raised by making players do the event in their chem mask and hood. The last event, "liter race," pits two teams against each other to retrieve objects to construct a liter, put it together, and transport their teammate to the helipad.



One of the goals of Warrior Day is to increase the awareness of each member's individual training responsibilities and the role he or she plays in the worldwide readiness of the Air Force. Although the entire squadron turns out to cheer the troops on, the main "players" are our primary and alternate mobility troops supporting the Aerospace Expeditionary Force and potential Operation Enduring Freedom taskings. Troops are divided into teams of five (or more) and compete for points. These teams compete head to head with points awarded for the safe and timely completion of each task. The team earning the most points is rewarded with a three-day pass.

Warrior Day also teaches the importance of safety through demonstration. Squadron instructors/trainers demonstrate proper procedures for lifting, carrying, and performing various other related tasks requiring muscle or dexterity. Heat stress management is also a key area. Warriors are shown and made to practice drinking of water through their chemical biological mask as well as the importance of staying hydrated.



The 12th Transportation Squadron is responsible for moving personnel and cargo, and maintaining vehicles to support missions worldwide. Scenarios practiced on Warrior Day help keep our unit ready to perform these tasks when called upon. Successful training leads to successful performance. All in all, Warrior Day is a win-win event that mixes healthy competition with meaningful training. With the help of other base agencies, we produce realistic training scenarios and dramatically improve individual wartime skills.

MEEP'S CORNER

AF Management and Equipment Evaluation Program

By Mr. Charles F. Batchelor

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New Projects

1. Equipment Evaluated: Screw Remover And Center Drill Guide. Both products are distributed by Lawson Products, INC., 1666 E. Touhy Ave, Des Plaines, IL 60018-3683, phone 1-800-448-8985, website <http://www.lawsonproducts.com>. (a) Screw Remover: This is a reusable tool to be used in a variable speed hand drill set for reverse. It can be chucked directly into the drill or held using a ¼ inch hex bit holder. (b) Center Drill Guide: This New Center Drill Guide System takes the guesswork out of a difficult job often

without time-consuming disassembly of parts. The E-Z Center System allows for an accurate pilot in a variety of broken bolt positions each and every time.

Test Site: Langley AFB, VA. MEEP Project No. T01-25.

2. Equipment Evaluated: Electric Brake Bleeder. 2.5 Gallon Electric Brake Bleeder, Model SSBBE2.5 distributed by Power Probe, INC, 225 Viking Ave, Brea, CA 92821, phone 1-800-655-3585, website <http://www.powerprobe.de/bld2txt.htm>. This Electric Brake Bleeder holds 2.5 gallons of brake fluid, offering you many brake bleeds without the need for frequent refilling.

Test Site: Dover AFB, DE. MEEP Project No. T01-26.

3. Equipment Evaluated: Accu-Starter. ACCU-Starter Type 2024 SK distributed by Global Power Logistics Inc., 120 South Holiday Road, Destin Florida 32550, website is <http://www.Global-Power.ws>. The ACCU-Starter is a safe, compact, portable, multi-use power supply with reserve energy. It is capable of jump-starting large vehicular equipment up to 800 HP. It has an automatic 12/24-voltage selection with power surge protection.

Test Site: Eglin AFB, FL. MEEP Project No. T01-31.

On-Going Projects

These projects are in the final phase of completion. The test results will be publicized in the next issue of the Transformer.

1. Equipment Evaluated: What Quits First. An Engine Analyzer manufactured by Lenehan Research, 22721 La Quinta Drive Mission Viego, CA 92691. The "What Quits First" is a hand held analyzer that can be set up and left monitoring the engine at idle, until the fault occurs, causing the engine to quit. The website is <http://www.lenehanresearch.com>.

Test Sites: Offutt and Whiteman AFBs. MEEP Project No. T01-17.

2. Equipment Evaluated: Tesla Ground Power Unit Model TI1000GPU-24 with optional accessories to include the transport dolly and shipping case. This unit is manufactured and distributed by Tesla Industries INC, 109 Centerpoint Boulevard, New Castle, DE 19720, Phone: (302) 324-8910, Fax: (302) 324-8912, website: <http://www.teslaind.com>. The Tesla Ground Power Unit (GPU) is designed specifically for 24 Volt Military Series Vehicles that provides the advantage of totally portable DC electrical ground power for general maintenance support and remote airfield operations.

Test Site: Eglin AFB, FL. MEEP Project No. T01-21.

3. Equipment Evaluated: MagWand - TSL328, manufactured by Newpig, One Pork Avenue, Tipton, PA 16684, 1-800-468-4647, Fax 1-800-621-7447, email <http://www.hothogs@newpig.com>. The MagWand is a hand-held magnetic wand that uses a high-gradient, rare earth magnet to lift metal objects weighing up to 12 lbs.

Test Site: Whiteman AFB. MEEP Project No. OT01-05.

4. Equipment Evaluated: Safety Vision, Back Up Camera System, Model SV510, manufactured by Safety Vision, Inc., 119 Northmont Street Greensburg, PA 15601. The Back Up Camera System provides the vehicle operator with a clear view of objects that are behind the vehicle. The operator can see what is in the rear as well as what is in the lane on each side of the vehicle.

Test Site: Langley AFB, VA.

5. Equipment Evaluated: Ecological Pulverizing Agents EPA 2000 and EPA 5000, distributed by Environ, LLC, 13810 Lookout Road, San Antonio, TX 78233, Phone: (210) 590-7750. EPA 2000 is a water-based, non-solvent, non-flammable concentrate that releases and cleans petrochemicals from any surface. EPA 5000 is a water-based, non-hazardous blend of surfactants, emulsifiers, and low solvents that has been formulated for the cleaning and removal of hydrocarbon sludge from storage containers. Test Sites: Randolph and Altus AFBs. MEEP Project No. ET01-22.

Do you have an item you are interested in buying? Stop! Contact us first. We might be able to get the manufacturer to loan you the equipment to test before you buy it. If the item performs as the manufacturer claims it will, then you can buy it knowing that you have a good product. If the item doesn't work to your satisfaction you simply return it to the manufacturer. All you have lost is a couple of month's time and no loss of funds. MEEP works under the Try-Before-You-Buy concept. All items are obtained under a bailment agreement on a no-cost-to-the-government basis. Shipping fees to and from your base are included. Any questions you have about MEEP may be addressed to the following at DSN: 574-4410/4408, or commercial: (757) 764-4410/4408: (FAX: 4415) E-Mail: charles.batchelor, russel.craig, ronnie.ward or james.harley, and for all: @langley.af.mil.

PUBLISHER

The office responsible for management of The Transformer is HQ USAF/ILT with delegation to the Joint Personal Property Shipping Office-San Antonio, Texas (JPPSO-SAT). We encourage your participation and ask that you make copies of "The Transformer" and distribute them throughout your unit.

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Articles may include topics related to quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

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Visit our Internet Home Page: <http://jppso-sat.randolph.af.mil>, contact the program manager alfred.august@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

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